

(d) For each vessel of 100 or more gross tons, the bulkheads and decks separating accommodations for crew members and offshore workers from machinery spaces must be of "A" Class construction as defined by §92.07-5 of this chapter.

(e) After reviewing the arrangement drawings required by §127.110 of this part, the cognizant OCMi will determine, and record on the vessel's Certificate of Inspection, the number of offshore workers that the vessel may carry.

Subpart C—Rails and Guards

§ 127.310 Where rails required.

(a) Each vessel must have permanently installed efficient guard rails or bulwarks on decks and bridges. Each rail or bulwark must stand at least 1 meter (39½ inches) from the deck except that, where this height would interfere with the normal operation of the vessel, the cognizant OCMi may approve a lesser height.

(b) At exposed peripheries of the freeboard and superstructure decks, each rail must consist of at least three courses, including the top. The opening below the lowest course must be no more than 230 millimeters (9 inches) with courses no more than 380 millimeters (15 inches) apart. On other decks and bridges each rail must consist of at least two courses, including the top, approximately evenly spaced.

(c) If satisfied that the installation of any rail of the required height would be impracticable, the cognizant OCMi may accept hand grabs or a rail of a lesser height in its place.

§ 127.320 Storm rails.

Suitable storm rails must be installed in each passageway and at the deckhouse sides, including in way of inclined ladders, where persons aboard have normal access. They must be installed on both sides of passageways which are more than 1.8 meters (6 feet) wide.

§ 127.330 Guards in dangerous places.

Suitable hand covers, guards, or rails must be installed on each exposed and dangerous place, such as gears of rotating machinery, and hot surfaces.

Subpart D—Construction of Windows, Visibility, and Operability of Coverings

§ 127.410 Safety-glazing materials.

Glass and other glazing material used in windows must be material that will not break into dangerous fragments if fractured.

§ 127.420 Strength.

Each window or porthole, and its means of attachment to the hull or the deckhouse, must be capable of withstanding the maximum expected load from wind and waves, due to its location on the vessel's and the authorized route of the vessel.

§ 127.430 Visibility from pilothouse.

(a) Windows and other openings at the pilothouse must be of sufficient size and properly located to provide adequate view for safe operation in any condition.

(b) Glass or other glazing material used in windows at the pilothouse must have a light transmission of at least 70 percent according to Test 2 of ANSI Z26.1, "Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways," and must comply with Test 15 of ANSI Z26.1 for Class I Optical Deviation.

§ 127.440 Operability of window coverings.

Any covering or protection placed over a window or porthole that could be used as a means of escape must be able to be readily removed or opened. It must be possible to open or remove the covering or protection without anyone's having to go onto a weather deck. It may be necessary to break the glass of a window or porthole before removing or opening the covering or protection.

PART 128—MARINE ENGINEERING: EQUIPMENT AND SYSTEMS

Subpart A—General

Sec.

128.110 Equipment and systems.

128.120 Plan approval.

128.130 Vital systems.